

PART I - GENERAL

SECTION A - IDENTIFICATION

1. A/C ACCIDENT BOARD APPOINTED BY Commanding Officer, Marine Fighter Squadron 251		2. DATE OF ACCIDENT 18 Nov. 1950		TIME (LZT) 2040T		3. SERIAL NUMBER 3-60	
4. TO Commander, Naval Aviation Safety Center				5. ENCLOSURES: (1) Wingman's Statement			
				(2) Supporting Statements			
6. VIA: (1) CO, VMP-251				(3) Transcript of GCA TAPE			
(2) CO, MAG-11				(4) Maintenance Officer's Statement			
(3) CG, First MAW				(5) Probable Flight Path			
(4) CG, AirFMPac				(6) DD 175			
(5) ComNavAirPac				(7) Meteorological Synopsis			
(6) (LAST) Commander, U.S. Naval Aviation Safety Center				(8) Messages			
(7) REPORTING CUSTODIAN (if different than item 1. above) SAME				(9) Pilot's Resume			
				B. ACTIVITY OPERATING A/C (if different than item 7.) SAME			
9. KIND OF FLIGHT 3A1		10. TIME OF DAY <input type="checkbox"/> DAWN <input type="checkbox"/> DAY <input type="checkbox"/> DUSK <input checked="" type="checkbox"/> NIGHT		11. LOCATION OF ACCIDENT 16 Miles from Naha AB Heading 150		12. ELEVATION ABOVE SEA LEVEL 0 Feet	
13. PLACE OF LAST TAKE-OFF NAS, Atsugi				14. CLEARED FROM NAS, Atsugi to Naha, Air Base			
15. TYPE CLEARANCE <input checked="" type="checkbox"/> IFR <input type="checkbox"/> VFR <input type="checkbox"/> ENFR <input type="checkbox"/> LOCAL <input type="checkbox"/> OPERATIONAL <input type="checkbox"/> AIRWAYS <input checked="" type="checkbox"/> DIRECT <input type="checkbox"/> OTHER (Specify)							
16. TIME IN FLIGHT 00:25		17. TYPE ACCIDENT B-4 (Controlled collision with water)		18. PHASE OF FLIGHT (IN FLIGHT) 4 (Landing)			
19. MODEL PB-1E		20. SERIAL NO. 145436		21. DAMAGE TO A/C <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F		22. DOLLAR COST 1,083,000	
23. AIRSPEED (Kts.) 210-230		24. A/C WEIGHT 19,326#		25. LIST MODEL, SER. NR., REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete an OPNAV FORM 3750-1 for each A/C involved) NA			

SECTION B - PERSONNEL DATA

1. NAME (Last, first and middle initials)	2. RANK	3. FILE SER. NO.	4. DESIG. NATOR	5. BRANCH OR SERVICE	6. AGE	7. OP. P. DNA	8. BILLET	9. POSITION	10. INJURY CODE
LEATHERS, R. L.	Capt.	(b) (6)	7302	USMC	(b) (6)	1	Pilot	Cockpit	A
CO-PILOT									
PERSONNEL	8. OBT - OPERATIONAL FLIGHT TRAINER		9. CPT - COCKPIT PROC. TRAINER		10. UNIT TO WHICH PERSONNEL ARE ATTACHED			11. TYPE INSTRUMENT CARD	
	AVAILABLE	USED	AVAILABLE	USED					
PILOT	YES				VMP-251			<input checked="" type="checkbox"/> STANDARD <input type="checkbox"/> SPECIAL	
	NO	X	X	X					
CO-PILOT	YES				NA			<input type="checkbox"/> STANDARD <input type="checkbox"/> SPECIAL	
	NO	NA	NA	NA					
12. PILOT EXPERIENCE IN HOURS		ITEM	PILOT	CO-PILOT	ITEM	PILOT	CO-PILOT		
ALL MODELS			1358.9	NA	CV LANDINGS DAY/NIGHT	42/0			
ALL MODELS IN LAST 12 MONTHS			192.3		FLCP LANDINGS DAY/NIGHT	542/0			
ALL MODELS IN LAST 3 MONTHS			71.9	NA	INSTRUMENT HOURS LAST 3 MONTHS	13.2			
ALL SERIES THIS MODEL (item 19)		A/C	375.7		NIGHT HOURS LAST 3 MONTHS	10.1			
		OFT / CPT	11		TOTAL HELO HRS (U. S. AAR Only)	NA			
ALL SERIES THIS MODEL LAST 12 MONTHS		A/C	189.0		TOTAL JET HOURS (U. S. AAR Only)	672.9			
		OFT / CPT	0		LAST FLIGHT, ALL SERIES THIS MODEL	DATE	12 Nov		
ALL SERIES THIS MODEL LAST 3 MONTHS		A/C	71.9			DUWATION	7.4		
		OFT / CPT	0						
13. OTHER PILOTS		NAME (Last, first and middle initials)	DNA	RANK	FILE/SERVICE NO.	ORG TO WHICH ATTACHED	INJURY CODE	BILLET	POSIT. IOP
1		NONE							
2									
3									
4									
5									

15

PAGE 2

1. CEILING 2800cvcs	2. VISIBILITY 5 miles	3. WIND DIRECTION & VELOCITY (relative) 040°/7 Kts	4. TEMPERATURE 67°F	5. OUTSIDE AIR 65°	6. ALTIMETER SETTING 29.96
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7. OTHER WEATHER CONDITIONS (winds aloft, icing levels, sea state, etc. if pertinent to accident)

FACTOR	FACTOR	FACTOR
(b) (5)		

FOR ACCIDENTS ABOARD DEPLOYED CARRIER (Complete following information on P. 1st)

1. DATE DEPLOYED NA	2. DAY - HOURS/LANDINGS LOGGED SINCE DEPLOYED NA	3. DAY - HOURS/LANDINGS LOGGED LAST 30 DAYS NA
4. INSTRUMENT HRS. LOGGED SINCE DEPLOYMENT NA	5. NIGHT - HOURS/LANDINGS LOGGED SINCE DEPLOYED NA	6. NIGHT - HOURS/LANDINGS LOGGED LAST 30 DAYS NA

PART II - MAINTENANCE, MATERIAL AND FACILITIES DATA

1. A/C HISTORY	DATE OF MANUFACTURE	SERVICE PERIOD	MONTHS IN THIS PERIOD	TOTAL NO. OF PARTS	FLIGHT HRS SINCE LAST PART	FLIGHT HRS SINCE ACCEPTANCE	TYPE CHECK PERFORMED	FLIGHT HOURS SINCE LAST CHECK	NO. OF DAYS SINCE LAST CHECK
	200ct58	2	2	1 Par	117.0	549.5	Major	9.9	4
		ENGINE MODEL	ENGINE SERIAL NO.						
1	1 May 58	J57-P4A	P628498	1	29.7	501.7	Overhaul DePreservation	29.7	65
2									
3									
4									

3. GENERAL

a. DID FIRE OCCUR?  
 BEFORE ACCIDENT     AFTER ACCIDENT     DID NOT OCCUR

b. DID LOCATION OCCUR IN FILE 17?  
 YES     NO

c. CHECK IF APPLICABLE  
 AMP FUEL SERIAL

d. HAS DIR BEEN REQUESTED?  
 YES     NO

e. FAILURE COMPONENT INVOLVED  
 NA

CHECK ITEMS PRESENT IN THIS ACCIDENT

a.  A/C DESIGN    d.  UNDETERMINED    g.  SURFACE FACILITIES

b.  A/C EQUIPMENT    e.  TECHNICAL INSTRUCTION    h.  HUMAN ENGINEERING (e.g., Cockpit config, seats, etc.)

c.  MAINTENANCE    f.  OTHER (Specify)

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4. OTHER DATA

a. ALTITUDE AT MALFUNCTION NA	b. AIR SPEED NA Kts	c. OPERATING TEMP. NA	d. WEIGHT OF A/C NA	e. CG (% MAC) FA	f. KIND OF FUEL JP-5	g. FUEL PRESSURE NA
h. EVIDENCE OF FUEL CONTAMINATION NA			i. CAUSE OF ENGINE FAILURE (1) FLAME OUT			
j. FUEL CONTROL REGULATOR/CARBURETOR (List Stock and Ser. nos., give time since new or overhaul)			k. EXTERNAL STORES - BOARD A/C			

Not Involved    Not Involved    None

(If additional space is necessary, attach additional sheet)

10

## PART II - MAINTENANCE, MATERIAL AND FACILITIES (Cont'd)

1. GENERAL - BASIC FACILITIES INVOLVED		DESCRIBE EFFECT ON ACCIDENT IN THE ANALYSIS SECTION OF REPORT	
a. CLEARANCE AUTHORITY	i. WATER LANDING AREA	q. CRASH AND RESCUE	
b. FLIGHT PLANNING INFORMATION SOURCE	j. APPROACH ZONE	r. SEARCH AND RESCUE	X
X c. LANDING AIDS (GCA, CCA, ILS, etc.)	k. END ZONE (Over run)	s. CATAPULT	
d. TRAFFIC CONTROL TOWER (Field or Ship)	l. SHOULDERS	t. ARRESTING GEAR (Carrier)	
e. APPROACH AND ENROUTE AIDS TO NAVIGATION	m. TAXIWAY	u. BARRIER OR BARRICADE (Field or Ship)	
f. RUNWAY WATCH	n. PARKING AREA	v. FLIGHT DECK	
g. LANDING SIGNAL OFFICER	o. EMERGENCY ARRESTING GEAR (Runway)	w. MIRROR	
h. RUNWAY	p. A/C SERVICING, HANDLING AND DIRECTING (Field or Ship)	X OTHER (Specify) Weather Service	

SECTION B - FACILITIES DATA

a. EQUIPMENT INVOLVED:	<input type="checkbox"/> CATAPULT	b. PRESSURE SETTINGS	c. WIND OVER DECK	d. RELATIVE HEADWIND	e. APPROACH SPEED (SPN 12 READINGS)
	<input type="checkbox"/> ARRESTING GEAR	NA	NA	NA	NA
f. MARK NUMBER	g. MODEL NUMBER	h. LOCATION ON SHIP	i. LAUNCHING BRIGGLE AND CONFIGURATION USED		
NA	NA	NA	NA		
j. CATAPULT / ARRESTING GEAR BULLETINS OR NOMOGRAMS USED					
NA					

k. THIS PORTION SHALL BE COMPLETED WHENEVER (1) A MAJOR AIRCRAFT ACCIDENT INVOLVES ARRESTING GEAR, BARRIER AND/OR BARRICADE EQUIPMENT OR (2) AN AIRCRAFT ACCIDENT INVOLVES MALFUNCTIONING OF ARRESTING GEAR, BARRIER AND/OR BARRICADE EQUIPMENT. MINOR ACCIDENTS OR ROUTINE DAMAGE TO CABLES, WELDINGS AND OTHER EXPENDABLE COMPONENTS NEED NOT BE REPORTED.

ENGAGED	DECK RUNOUT (FT)	RAM TRAVEL (IN)	CONTROL VALVE SETTINGS			ACCUMULATED OR PRESSURE (PSI)	COMMENTS (for cable failure specify number of landings and months in service)
			CONSTANT PRESSURE		CONSTANT RUN-OUT (WT LBS)		
			DOVE (P.S.I.)	RATIO			
DECK PENDANT			NA				
DECK PENDANT							
BARRIER							
BARRIER							
BARRICADE							

PART SECTION	ITEM	PART III REMARKS (Continue on additional sheets)	COPY DISTRIBUTION
I	A	5 (10) Medical Officer's Report (Orig. AAR/only)	2cc NAVSTA AFECEN DIRECT
		Copy Distribution cont'd	1cc BUNWES Direct
		1cc CNO (Op-534)	1cc COMC (AAP)
		1cc Dir of Flight Safety Research	1cc COMCPAC
		1cc Air Weather Service, Dept. of Air Force	1cc COMNAVATRPAO
		2cc CG, Second MAW	1cc COMCPACFlt
		1cc CO, MAG-33	1cc COMC Air Japan
		2cc CG, Third MAW	1cc CO, Air EMPAC
		1cc CO, MAG-11	1cc COM Seventh Flt
		1cc CO, MAG-13	1cc BUNWESREP (Dallas)
		1cc CO, MAG-32	2cc CG 1st MAW
COST DAMAGE TO:		GOVERNMENT PROPERTY	DATE SUBMITTED TO C O
\$		Not Involved	4 December 1960
		PRIVATE PROPERTY	
		Not Involved	

PART IV - SIGNATURES OF THE BOARD

(b) (6)

SPECIAL HANDLING REQUIRED IN ACCORDANCE  
WITH PARAGRAPH 70, OPNAV INST. 3750.6D

Part V - THE ACCIDENT

Captain R. A. LEATHERS and 1/Lt. (b) (6) departed NAS, Atsugi at 18071 on 18 November 1960 on an authorized instrument flight plan to NAHA Air Base. Capt. LEATHERS was flying BuNo. 145436 (DW-8) and 1/Lt. (b) (6) was in BuNo. 145447 (DW-14) and proceeded to the destination in a section formation. Immediately after becoming airborne, all the external lights on BuNo. 145436 went out except the starboard wing light. See enclosure (1).

Just as the flight approached the "FOXTROT" check point on Amber 2, 1/Lt. (b) (6) VGI (attitude gyro) started to become erratic. Upon experiencing this difficulty, the pilot lost sight of the lead aircraft and joined Capt. LEATHERS in the NAHA TACAN #3 holding pattern.

After join-up, Okinawa Approach Control cleared the flight for TACAN #3 letdown and cleared them to the GCA frequency at that time. NAHA GCA obtained radar contact when the flight was approximately 3 1/2 miles West of NAHA at 9000 feet. An identification turn to 180 degrees was made and the flight cleared to one thousand three hundred (1300) feet. After descending, the flight was turned to 040 degrees. Shortly thereafter, the wingman (1/Lt. (b) (6)) observed reflected light on the bottom of Capt. LEATHERS aircraft. 1/Lt. (b) (6) then observed the water and immediately pulled up while transmitting, "pull up, pull up!" Immediately after pulling up, 1/Lt. (b) (6) observed Capt. LEATHERS's speed brake dragging in the water. The speed brake was observed to drag approximately 100-150 feet at which time there was one tremendous splash and the lead aircraft was not seen again.

1/Lt. (b) (6) continued inbound to the field utilizing the needle/ball and instructions from GCA. The GCA controller plotted the position of the crash and notified Search and Rescue of the crash site. The area was searched by surface ships and aircraft until 191700Z without finding the pilot or aircraft. The search was conducted under ideal conditions and was listed as 95% effective.

-4-  
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WITH PARAGRAPH 70, OPNAV INST. 3750.6D

18

SPECIAL HANDLING REQUIRED IN ACCORDANCE  
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Part VI DAMAGE TO AIRCRAFT

The aircraft was lost at sea and salvage operations were precluded by  
the extreme water depth.

-5-

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WITH PARAGRAPH 70, OPNAV INST. 3750.6D

19

The Investigation and  
Analysis, Conclusions,  
and Recommendations  
sections removed  
under exemption (b)(5).

All statements withheld  
under exemption (b)(5).

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WITH PARAGRAPH 70, OPNAV INST. 3750.6D

Transcript of GCA Tape concerning VMF-251 AAR 3-60 involving FSU-1E, BuNo.  
145436 occurring 18 November 1960, Pilot LEATHERS.

A - Marine Jet 145436  
G - Naha GCA

A . Hello Kadena GCA, MJ 45436, Hello Kadena GCA, or Naha GCA, MJ 45436 over.

G Roger M 4369, read you loud and clear. What is your present position relative to Naha? Over.

A Roger this is 436, I'm presently turning to the heading 010 degrees descending. I'm showing 16 miles out on the one one five degree radial over.

(Unreadable) shutdown.

G Roger 436, understand you're making high altitude ADF, is that affirmative?

A That's negative, we're making TACAN number 3 approach into Naha.

G 436 roger, report the penetration turn inbound squawking 2, over.

A This is 436, wilco.

Delay

A Naha this 436 (unread) inbound correcting to on course showing 9 miles out on Naha TACAN.

G Roger 436, call penetration turn, over.

A Roger I've already made the present - penetration turn, I'm presently inbound - inbound to the TACAN, over.

G Roger understand you're presently inbound, what's your heading inbound? over.

A Roger, I'm heading 270 correcting to on course, over.

G Roger 436 you squawking 2 normal, over?

A Affirmative squawking 2 normal.

G 436 negative contact with parrot, negative with radar (sounds like guard then transmit). What's your present altitude, over?

Enclosure (5) to  
VMF-251 AAR 3-60

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SPECIAL HANDLING REQUIRED IN ACCORDANCE  
WITH PARAGRAPH 70, OPNAV INST. 3750.6D

- A Roger, I'm passing thru 9000.
- G Roger, I have a target now 12 miles to the SSW. Appears to be heading 250, over.
- A Heading 270, I show now 3 miles from Naha TACAN.
- G Roger, advise you're to close in for radar pickup, advise execute missed approach, take up heading 270, maintain present altitude, over.
- A Roger, holding 270, speed brakes up, now.
- G MJ 436, Naha GCA, Is your TACAN equipment operating satisfactory? Over.
- A That's affirm, it has been to present time. We're now heading 270, passing North your station, directly abeam your (unread).
- G Roger, understand, for your information penetration turn (unread) 3 miles to South East.
- G 436 have a target  $4\frac{1}{2}$  miles to West, over.
- A 45436 that should be me, over.
- G Roger, turn left to heading of 180, maintain present altitude for further identification, over.
- A (unread) to heading 180.
- G Roger, which side is your wing man on?
- A (unread) on right hand side.
- G Roger, understand to the starboard.
- G 436, observing target turning to the South. You're now six and one half ( $6\frac{1}{2}$ ) miles to the West. Descend to and maintain 4000, over.
- A Roger, descend to and maintain 4000.
- G 436, what type aircraft (unread)?
- A 436, Roger - 8U.

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- G Roger, advise if you loose contact with GCA for any one minute in the pattern, 5 second with final controller, take up heading 270 climb to 2000 contact Okinawa approach for further instructions, over.
- A 436 (unread) go speed brake now.
- G 436 descend to and maintain one thousand three hundred (1300) over.
- A Roger, descend to and maintain one thousand three hundred (1300)
- G Advise, latest Naha weather, M3500 overcast visibility 7 miles, light rain showers, winds reported 040, 7 Kts, altimeter 2996, 2996 over.
- A Roger, 2996.
- G 436, what's your present altitude? Over.
- A Roger, descending thru 4 thousand (unread, sounds like 5 hundred)
- G Roger, I'll extend your down wind leg (until after you have reached one thousand three hundred (1300), over.
- A Roger one thousand three hundred (1300).
- G 436 advise communications frequency for final controller will be channel 18, freq. 289.4. Remain this frequency until advised to switch over.
- A Roger. Don't switch (very weak). Speed brakes up now.
- G 436, what's your present altitude?
- A Roger, one (1) (faded out)
- Delay
- G 436, what's your present heading
- Delay No Answer
- G 436, Naha GCA cutting in and out, over.
- Delay No Answer
- G 436, Naha GCA, over.

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A I lost sight of my leader back there GCA. I think he hit the water.

G 436, your cutting in and out, say again.

A This is 436 wingman, 447, 436 went in the water and I was on (sounds like - actual instruments) (about 4 or 5 words unread). Can't see anything back there. Start giving me some directions, over.

G Roger 436, turn left heading 330, maintain present altitude, over.

A Roger, left 330 at 1500 feet now.

G Roger, descend to 1000, over.

A Roger, I don't have any VGI. What was the heading - 330?

G Roger 1000 over.

A (unread) - 1000 - get the crash boats on the way out there.

G Roger, we alerted them your position 10 miles South, maintain 330.

G 437, turn right heading 360, maintain 1000.

G 437, did you receive?

A Roger, (cut out) this is 447 go ahead.

G Roger turn right 360 maintain 1000.

A Turning right turn 360, maintain 1000. You want me to turn here?

G Roger, perform landing cockpit checks, over.

A Wilco.

G You remain this frequency, final controller, turn right to 055, 1000.

A Steady 005, 1000 feet.

G MJ 447, Naha GCA final, how much fuel do you have?

A I have (unread)

G Roger understand, how you read me? Over.

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A I read you loud and clear.

G For your information, we plotted where your wing man went in six miles from touchdown, turn left 033, maintain 1000. Six (6) miles from touchdown, awaiting tower clearance.

A Roger, wheels indicates down and locked (4 or 5 words unread) needle and ball.

G Understand, turn left 360, 360 your new heading 5 miles from touch down, approaching glide path. Your cleared full stop, turn right 003, your on course, approaching glide path, 003 your heading, 4 miles from touch down. (Remainder of final approach instructions).

G MJ 447, Naha CCA, you say when your wingman went in, you saw him go in? Over

Standby.

A 447, that is affirmative. I saw him go in at the very same time I started yelling "pull up", "pull up". He went in approximately 3 seconds later.

G Roger, understand, we did not hear the transmission. We will check our recorders to see if we have it. We plotted the position when you said that your aircraft went in (1 or 2 words unread) 16 miles directly to the South. Search and Rescue has been notified.

A Roger, I think I've blown a tire out here. How do I get off the runway?

G MJ 447, roger, contact tower on channel 2.

A Roger, what frequency?

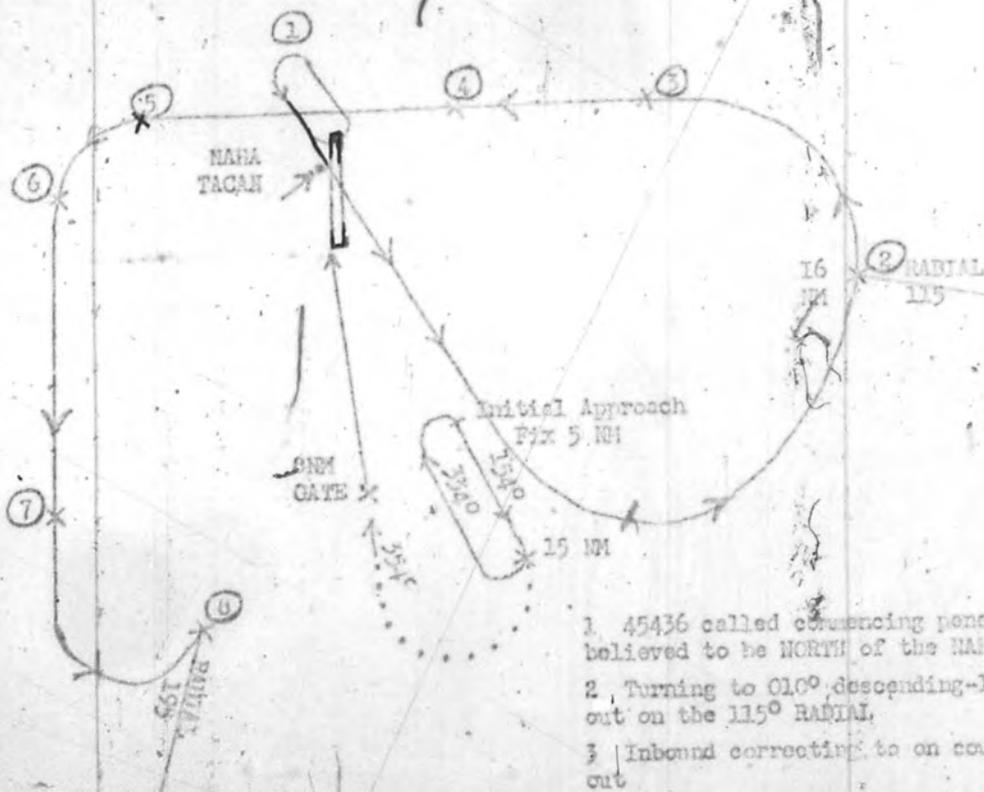
Enclosure (3) to  
VMP-251 AAR 3-60

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180°

PROBABLE FLIGHT PATH



1. 45436 called commencing penetration - believed to be NORTH of the NAHA Tacan
2. Turning to 010°, descending - 16 miles out on the 115° RADIAL.
3. Inbound correcting to on course - 9 miles out
4. Passing through 8000, heading 270° - 3 miles from NAHA Tacan
5. GCA target 4 1/2 miles West of NAHA
6. GCA observe target turning South, 6 1/2 miles West. Descend to & maintain 4000.
7. 45436 cleared to 1300 feet
8. Lead A/C (45436) crashed - 195°/16 miles from NAHA AB

Enclosure (5) to  
VMP-251 AAR 3-60

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WITH PARAGRAPH 70, OPMV INST. 3750.6D

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STATEMENT of the Meteorological Officer, NAS Atsugi Weather Service concerning  
VMP-251 AAR 3-60 involving F8U-1E BuNo. 145436 occurring 18 November 1960.  
Pilot LEATHERS.

1. Weather sequence reports at NAHA Air Base during the evening of 18 November 1960 were as follows:

0900Z (1800 LST) - Measured 2600' broken, 4000' overcast; visibility 7 miles in light rain showers. Temperature 71°, dew point 65°, wind North East 8 knots, altimeter setting 29.93.

1000Z (1900 LST) - Measured 3000' overcast, visibility 5 miles in light rain showers. Temperature 67°, dew point 66°, wind North 9, altimeter setting 29.94.

1100Z (2000 LST) - Measured 3500' overcast, visibility 7 miles in light rain showers. Temperature 67°, dew point 65°, wind North East 7, altimeter setting 29.96.

1144Z (2044 LST) - Measured 2800' overcast, visibility 5 miles in rain showers, wind North East 7 knots.

1200Z (2100 LST) - Measured 2800' overcast, visibility 5 miles in rain showers. Temperature 67°, dew point 65°, wind North East 7 knots, altimeter setting 30.00.

2. During the period 1100Z - 1200Z of 18 November 1960 weather conditions were forecasted and entered on the pilot's DD 175 at 0810Z on 18 November as follows:

ETA Naha Air Base - 4000' scattered, visibility 10 miles, wind North East 6 - 10 knots.

ETA Kadana Air Base - 2000' scattered, 8000' broken, visibility 10 miles, wind North East 6 - 10 knots.

Enroute Forecast was for minimum ceiling of 2500 feet at Yakushima with maximum cloud tops of 30,000 feet. Light turbulence, minimum visibility of 5 miles with haze and smoke. Scattered rain showers and light clear icing.

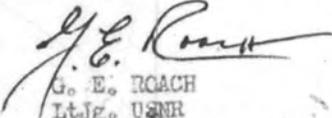
3. This forecast was based on 18 November 0000Z surface map and TFAWS code groups appended to Naha Air Base 0700Z surface observation which forecasted 4000' scattered with visibility of 7 or more miles.

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4. At 1150Z a RAREP (radar report) from one of the ACW radar sites indicated a single cloud cell, 15 miles in diameter, extending from near the surface to 19,000 feet, located on a bearing of 130° and 25 nautical miles from Naha.

5. I have four (4) years military experience and completed the Naval Post Graduate (Meteorology) course in June 1959.

  
G. E. ROACH  
LtJg. USNR  
Weather Service Officer

Credibility: Excellent

Enclosure (7) to  
VME-251 AAR 3-60

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O. 190720Z

FM CTG 77.5

TO COMSEVENTHFLT

INFO COM 5TH AF PUCHU  
COM 313 ADIV NAHA  
CG FIRST MAW  
MAG ONE ONE  
//AND OTHERS//

BT

UNCLAS X MY 181306Z X 191500I SITREP X MSG NO 6 X IN VIEW OF  
RESULTS TO DSKE AND REPORT THAT PILOT FLEW INTO WATER, INTEND TO

DISCONTINUE SRCHES. APT 2700I X BOYD RPTED PICKING UP ALUMINUM  
DEBRIS ABT 1500 INDI. AT 25-50N 127-37E X SHIPS ARE NOW SEARCHING

IN THAT AREA X LAUNCHED 6 ADENL AD-6 2300I FOR SRCH UNDER BOYD CONTROL  
AND ARE NOW IN ABOVE AREA X EST PROB OF SVCC COVERAGE BETTER THAN 90

PERCENT X SRCH CONDITIONS HAVE BEEN EXCELLENT X ARFA HAS BEEN WELL  
COVERED BY SURF SLIPS THIS TASK GROUP, FIXED WING AND HELICOPT X

EST 1200 SQ MILE COVERED BY AIRBORNE UNIT WITH ABOUT 30 PERCENT  
OVERLAP IN MAIN DATUM AREA B EST 200 SQ MILE SRCH'D BY SURF SRCH

UNIT AROUND DATUM DURING DAYLIGHT HRS AND APPROX 300 SQ MILE DURING  
HOURS OF DARKNESS 18 AND 19 NOV

REF... (181306Z... CTG 77.5...) REF NOT HELD HELD THIS COMM GEN.

INFO: DIST "B" PLUS 25. (2)

FOR: 19/1012Z NOV60/GI/GL/860

CTG 77.5

INCOMING

190720Z

Enclosure (8a) to:  
VMP-251 AAK 3-80

SPECIAL HANDLING REQUIRED IN ACCORDANCE  
WITH PARAGRAPH 70, OPNAV INST. 3750.6D

SPECIAL HANDLING REQUIRED IN ACCORDANCE  
WITH PARAGRAPH 70, OPIAV INST. 3750.6D

O 191335Z

FM CTG 77.5

TO COMSEVTHFOT

INFO CINCPACFLT  
5TH AF FUCHU  
313TH AIIV  
CG FIRST MAW  
TAG ONE ONE  
//AND OTHERS//

BT

UNCLAS X IN 161305Z X 192200 INDIA FINAL SITREP CGC MR 7 X

NOTHING NEW TO REPORT X ADCC OKINAWA TERMINATED SAR AT 191700

REGRET RESULTS NEGATIVE X ONLY PIECE OF DEBRIS RECOVERED FROM WATER

BY BOAT X NOT DEFINITELY IDENTIFIED AS POW MATERIAL X BOAT ATTEMPT

HAVE NOT IDENTIFY X DEPTH OF WATER WHERE DEBRIS RECOVERED 500-000

FATHOMS X COVERAGE AS REPORT IN MY SITREP 06 190700 X SURFACE SEARCH

TERMINATED 191700 X DDS JOINING CG 77.5 X PLANT DETACHED

ON DUTY ASSIGNED X TO CG 77.5 CONDUCTING NORMAL OPS

REF... (161305Z... CTG 77.5...) REF... FIELD THIS COM...  
REF... (161305Z... CTG 77.5...) UNCLAS X IN 161305Z X 191600 SITREP X  
CGC MR 6 X ...ETC...

REF... (161305Z... CTG 77.5...) UNCLAS X IN 161305Z X 191600 SITREP X  
CGC MR 6 X ...ETC...

INFO: DIST "B" PLUS 251 (2)

TCR: 191305Z NOV60/GL/GL/875

CTG 77.5

INCOMING

191335Z

Enclosure (8b) to  
VFP-251 A R-3-60

SPECIAL HANDLING REQUIRED IN ACCORDANCE  
WITH PARAGRAPH 70, OPIAV INST. 3750.6D

SPECIAL HANDLING REQUIRED IN ACCORDANCE  
WITH PARAGRAPH 70, OPNAV INST. 3750.6B

R 201000Z

FM CTG 77.5

TO NAF NARA

INFO COMSEVENTHFLT  
ADCC OKI  
CG FIRST MAW  
MAG ONE ONE

BT

UNCLAS X MY 191335Z X INSPECTION ON DEBRIS RCVRD BY BOYD  
POSITIVELY IDENTIFIED AS PIECE OF METAL FROM EITHER WING, FLAP OR  
AILERON OF F8U TYPE ACFT X EXAMINATION MADE BY C/A CONTRACT REP  
ATTACHED VF 142

REF...(191335Z...CTG 77.5...UNCL) UNCLAS X MY 101306Z X 192200Z INDIA  
FINAL SITREP MSD, HR 7 X ...ETC...

INFO: DIST "B" RLUS 251 (2)

TOR: 20/1123Z NOV 60/CL/GL/901

CTG 77.5

INCOMING

201000Z

Enclosure (8c) to  
VAF-251 AAR 3-60

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RESUME OF PILOTS TOTAL FLYING EXPERIENCE

Pilot: Captain LEATHERS

Attached To	Length of Tour Months	Aircraft Model (s) Flown	Flight Hrs. By Model Aircraft	Operational or Proficiency	Type Flying (VF)(VA)(VR) etc.
NAS Pensacola	9 Months	SNJ	181.8	Training	VF/VA
		T28B	51.5		
		TV-2	22.5		
		JRB	5.0		
NAS Corpus Christi	7 Months	TV-2	18.0	Training	VF/VA
		F9F-2	53.9		
		F9F-5P	37.0		
		AD-5N	206.2		
VMCJ-3	12 Months	AD-5N	106.4	Operational	VMCJ
		F9F-8P	97.3		
HMS 3dMAW	20 Months	T28	30.5	Proficiency	VF/VA
		F3D-2Q	1.6		
		AD-5N	43.0		
		F9F-8P	17.5		
		R4D-8	79.2		
		TV-2	13.7		
VMF-251	23 Months	F8U	368.3	Operational	VF
		TV-2	3.9		
		F9F-8T	20.7		

1360

Enclosure (9) to  
VMF-251 AAR 3-60

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